

I29.6: A2 5

Clemson University



3 1604 019 773 441

THE ALLEGHENY PARKWAY

WEST VIRGINIA VIRGINIA KENTUCKY

A REPORT TO
THE CONGRESS OF THE UNITED STATES
FEBRUARY 1964

HARPERS FERRY NATIONAL HISTORICAL
PARK IS THE PROPOSED NORTHERN
TERMINUS OF THE ALLEGHENY PARKWAY

Right

Architecture of the 19th century
adapted to the rugged terrain of
Harpers Ferry.

Below

The park is located at the con-
fluence of the Shenandoah and
Potomac Rivers. The Potomac is
in the foreground.





Digitized by the Internet Archive
in 2012 with funding from
LYRASIS Members and Sloan Foundation

<http://archive.org/details/alleghenyparkway00nati>

THE ALLEGHENY PARKWAY
West Virginia, Virginia, and Kentucky

A Report to the Congress of the United States

Contents

Letters of Transmittal

<u>Section</u>	<u>Page No.</u>
1. Summary and Recommendations	1
2. Background Information	5
3. Public Access, Recreation and Service Facilities	8
4. National Forest Considerations	10
5. Land Acquisition and Development Considerations	12
6. Description of Route and Visitor Attractions	16
7. Areas of Historical, Archeological and Cultural Significance	28
8. Cost Estimates and Design Elements	31
APPENDIX I - Proposed Legislation	32
APPENDIX II- Statements on Economics and Relationship to Outdoor Recreation Resources Review Commission Recommendations	42
APPENDIX III- Recommendations of the Staff of the President's Appalachian Regional Commission	46
APPENDIX IV- An Act Prohibiting the Cutting of Timber	49
APPENDIX V - An Act Providing Control of Outdoor Advertising	50

Location Map

Photographs by the National Park Service unless otherwise noted.

Cover photograph - Allegheny Mountain scene.

Prepared by the Departments of Interior and Commerce through the
National Park Service and Bureau of Public Roads, respectively.



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25 D. C. 20240

FEB 28 1964

Dear Senator Hayden:

We are pleased to transmit herewith a report on the feasibility and desirability of developing a national parkway to be known as the Allegheny Parkway from Harpers Ferry National Historical Park through West Virginia, Virginia, and Kentucky, approximately 632 miles to Cumberland Gap National Historical Park.

This report is based on a joint study made by the National Park Service and Bureau of Public Roads of the Departments of Interior and Commerce, respectively, in response to the request of the Senate Committee on Appropriations.

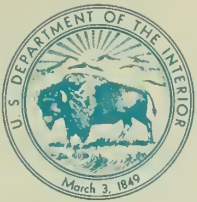
Sincerely yours,

Secretary of the Interior

Secretary of Commerce

Hon. Carl Hayden
President Pro Tempore
United States Senate
Washington, D. C.

Enclosure



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C. 20240

FEB 28 1964

Dear Mr. McCormack:

We are pleased to transmit herewith a report on the feasibility and desirability of developing a national parkway to be known as the Allegheny Parkway from Harpers Ferry National Historical Park through West Virginia, Virginia, and Kentucky, approximately 632 miles, to Cumberland Gap National Historical Park. This report is based on a joint study made by the National Park Service and Bureau of Public Roads of the Departments of Interior and Commerce, respectively, in response to the request of the Senate Committee on Appropriations.

Sincerely yours,

Secretary of the Interior

Secretary of Commerce

Hon. John W. McCormack
Speaker of the House of
Representatives
Washington, D. C.

Enclosure



The Potomac River



Harvest Time

SCENES ALONG THE POTOMAC BETWEEN
SHEPHERDSTOWN AND INTERSTATE 81

1. SUMMARY AND RECOMMENDATIONS

A. The development of a national parkway to be known as the Allegheny Parkway, approximately 632 miles in length, from Harpers Ferry National Historical Park, West Virginia, Virginia, and Maryland, to Cumberland Gap National Historical Park, Virginia, Kentucky, and Tennessee, generally traversing the Allegheny Mountains as shown on the map at the end of this report, is highly recommended.

From the results of a study recently completed by the National Park Service and the Bureau of Public Roads, such a national parkway appears to be both feasible and desirable. It would pass through a rich variety of scenic locations embracing rugged large-scale mountains, highland valleys, mountain pastures, lowland agricultural and orchard lands, forests, and rivers. It would connect two National Historical Parks and provide access to or traverse a wide range of recreational areas, including national forests and State parks and forests, a proposed national recreation area, and Corps of Engineers reservoirs. For 22 miles it would adjoin the highly scenic Bluestone Reservoir in the New River Gorge with access to fishing and boating facilities and would parallel for 27 miles the historic and picturesque Potomac River.

This parkway will provide much needed outdoor recreation opportunities to the heavily populated eastern portion of the country. It will be within one day's driving distance and readily accessible to half the population of the United States.

The proposed Allegheny Parkway fully qualifies as a national parkway in accordance with the following National Park Service definition:

A national parkway is a federally owned, elongated park featuring a road designed for pleasure travel, and embracing scenic, recreational or historic features of national significance. Access from adjoining properties is limited and commercial traffic is not permitted. A national parkway has sufficient merit and character to make it a national attraction and not merely a means of travel from one region to another. National parkways are authorized by special act of Congress for administration pursuant to the Act of August 25, 1916 (39 Stat. 535) as amended and supplemented.

B. About 18% of the total mileage lies within National Forest ownership in the Monongahela, George Washington, and Jefferson National Forests. Close coordination with the Forest Service of location and planning of the parkway road and facilities for public recreation and use is proposed to provide the best public services and the least disturbance of forest uses.

C. In addition to the existing and proposed recreation facilities in adjoining national and State forests, State parks, and the proposed Spruce-Knob-Seneca Rocks National Recreation Area, and in the National Historical Parks at each terminus, it is proposed to construct overnight and day use areas at selected locations having good scenic qualities. Many attractive sites for development were found during the study as well as several potentially interesting exhibits of early pioneer life, history, geology, natural beauty, and industry. Portions of the route will pass through the coal mining sections of West Virginia and Virginia presenting opportunities for living exhibits of that industry and challenging the skill of the engineer and landscape architect in locating the parkway road to avoid the widespread and ugly scars of strip mining operations. Cooperation of the states in the screening of old scars in the immediate view and in reducing the despoliation resulting from new mines will be sought.

D. Following the precedent long established by the Blue Ridge and other large-scale national parkways, it is recommended that the Allegheny Parkway continue the three-way cooperative principle of land acquisition by the State, construction and maintenance by the Federal Government, and construction and operation of lodges, restaurants and motor services on parkway lands by private concessioners.

E. During the joint study by the National Park Service and Bureau of Public Roads, several alternate locations of the northern portion suggested by the U. S. Forest Service between Sleepy Creek Mountain and Grassy Knob, West Virginia, were thoroughly examined, as were several alternate locations for the southern end of the parkway between Jenkins, Kentucky, and Cumberland Gap National Historical Park and a spur connection to Hawks Nest State Park along the New River Gorge specified in S. 10, a bill introduced by Senator Robert Byrd and others to provide for establishing the parkway. In the combined judgment of the National Park Service and the Bureau of Public Roads, none of these alternate locations or the proposed spur connection possessed national parkway qualities comparable to the recommended location shown on the maps included in this report.

Harpers Ferry National Historical Park is recommended as the northern terminus of the parkway rather than Hagerstown, Maryland, mentioned in the bill. Access to and from Hagerstown is proposed by way of newly constructed Interstate Highway 81 which will connect with the parkway just west of the Potomac River.

F. The estimated cost of the 632-mile parkway between Harpers Ferry National Historical Park, West Virginia, Virginia, and Maryland, and Cumberland Gap National Historical Park, Virginia, Kentucky, and Tennessee, is as follows on the basis of a single two-way road with paved width of 22 feet:

<u>State</u>	<u>Mileage</u>	<u>Estimated Cost*</u>
West Virginia	420	\$ 137,193,000
Virginia	176	61,215,000
Kentucky	<u>36</u>	<u>11,592,000</u>
Total	632	\$ 210,000,000

*The estimate includes all road construction and related costs of developing areas for visitor use except for concessioner buildings such as lodges, restaurants and motor service buildings. Land costs are not included. It is proposed that the cost of construction be spread over a number of years on the previously established basis of developing usable units connecting with existing highways.

G. The Advisory Board on National Parks, Historic Sites, Buildings and Monuments at its 49th meeting held November 4-6, 1963, recommended to the Secretary of the Interior establishment of the Allegheny Parkway to provide extensive opportunities for recreational travel to people living in the large population centers of the East.

H. The recommendations of the Highway Subcommittee of the President's Appalachian Regional Commission, as contained in its tentative report dated October 30, 1963, propose a selected system of developmental highways in the Appalachian area. This system of developmental highways embraces portions of the Federal-aid highway systems in the area and a portion of the Highland Scenic Highway. A specific portion of the Allegheny Parkway is also recommended for construction.

The tentative recommendations of the PARC Staff and Highway Subcommittee as they relate to the Allegheny Parkway are quoted fully in Appendix III of this report.

I. Committee discussions during legislative review of the Federal-aid Highway Act of 1962, Senate Report No. 1997, 87th Congress, 2nd Session, reveal the intention of Congress with respect to Public Lands Highways. The report indicates

the need for additional recreational and scenic highways on Federal lands. Several specific projects were considered by the committee, one of which was the Highland Scenic Highway in Monongahela National Forest in West Virginia.

Subsequently the Federal-aid Highway Act of 1962 increased the authorization for Public Lands Highways under Section 2(8). Cognizant of the wishes of Congress, as expressed in the Senate Report No. 1997, the Bureau of Public Roads allotted \$3,500,000 of Public Lands funds for the development of location and plans and to start construction on the Highland Scenic Highway. It is expected that some sections of the Highland Scenic Highway will be advanced to construction by the State of West Virginia, with the funds now allocated, early in calendar year 1965. It is fully expected that additional funds will be allocated to West Virginia for the Highland Scenic Highway from future Congressional authorizations for Public Lands Highways. As a Public Lands Highway, the road will have other purposes in addition to that of recreation.

It is expected that this report will be evaluated in the light of the relation of the Allegheny Parkway to the Highland Scenic Highway in West Virginia, already in the planning stage, and to the proposed system of developmental highways in the Appalachian area as outlined in Subsection H above.

Photographs illustrating the recommended location and vicinity are included in the text and a pullout map is inside the back cover of the report. The photographs are arranged in north to south order through the report.



Stream Crossing Near Hedgesville, West Virginia

2. BACKGROUND INFORMATION

Senate Bill 1798, 87th Congress, providing for the establishment and administration of the Allegheny Parkway in the Allegheny Mountains from Hagerstown, Maryland, to Cumberland Gap National Historical Park in Kentucky was introduced on May 3, 1961, by Senator Robert C. Byrd of West Virginia for himself, and Senators Randolph, Butler, Beall, Cooper, and Morton. Companion bills were introduced in the House later in the same month, one of which, H. R. 7232 by Representative Carl D. Perkins of Kentucky, specified that the route should pass through the Breaks Interstate Park on the Kentucky-Virginia border. Copies of the bills are included in Appendix I of this report.

These legislative proposals were preceded on May 13, 1958, by a joint congressional letter addressed to Conrad L. Wirth, former Director of the National Park Service, and signed by Representative W. Pat Jennings of Virginia, Carl D. Perkins and Eugene Siler of Kentucky, and the late B. Carroll Reece of Tennessee, proposing a Cumberland's Skyland Drive from Cumberland Gap to the vicinity of Breaks Interstate Park on the Virginia-Kentucky line.

In March 1961, the Region One (now Southeastern Region) Office of the National Park Service issued a report entitled "A Preliminary Plan for Recreation Resource Development in West Virginia" which included a recommendation for constructing and administering a recreation parkway from the Chesapeake and Ohio Canal along the Potomac River in Maryland through the Allegheny Mountains to Breaks Interstate Park and thence southward along Pine Mountain to Cumberland Gap National Historical Park, including a spur to Grand View State Park along the New River Gorge. Publication of this plan was announced by Secretary of the Interior Stewart L. Udall on June 22, 1961, in cooperation with the program of Federal assistance contemplated under the Area Redevelopment Act.

A hearing on S. 1798 was held on May 10, 1962, before the Subcommittee on Public Lands of the Senate Interior and Insular Affairs Committee. Testimony and statements in favor of the bill were given by Senator Byrd of West Virginia and Senators Beall, Cooper, Kefauver, Morton, and Randolph; Representatives Jennings, Perkins, and Siler; Governor William W. Barron of West Virginia; Orby L. Cantrell, member of the Virginia general assembly; and many others representing the various states, commissions thereof, communities, and the National Park Service. A report on the bill recommending amendments thereto was received by the Subcommittee from Secretary of Agriculture Orville L. Freeman and a report

recommending that action be deferred and authorization be sought for an appropriation of \$97,000 for a feasibility study of the parkway, was received from Assistant Secretary of the Interior John A. Carver, Jr., and made part of the record of the hearing.

Following up the recommendation of Assistant Secretary Carver, an item of \$97,000 for the feasibility study was included by the Department of the Interior in the Supplemental Appropriation Bill, 1963, H. R. 13290.

On October 18, 1962, the Chairman of the Senate Appropriations Committee, Senator Carl Hayden, wrote Secretary of the Interior Udall a letter stating that the bill was not enacted but that in the meantime it was the sense of the Committee that the Department of the Interior should proceed with a study of the proposed Allegheny Parkway within available funds.

The study was organized and conducted, therefore, under the general authorization for National Park System studies by the Branch of Parkways, Division of Landscape Architecture in the National Park Service Office of Design and Construction. Arrangements were made with the Bureau of Public Roads to collaborate in furnishing engineering assistance through its Region 15 Office as on previous national parkway studies. Some map studies had been made in the Branch of Parkways previously and joint Public Roads and National Park Service field reconnaissance work was accomplished through the fall, winter, and spring of 1962-63 as weather would permit. The field work was coordinated with similar studies by the same team of a proposed New River Gorge Parkway, referred to later in this report.

During the course of the study and preparation of the report, several meetings were held with the U. S. Forest Service in Washington and also in the Forest Supervisors' Offices in Harrisonburg, Virginia, and Elkins, West Virginia, to discuss the parkway and its relation to the George Washington, Monongahela, and Jefferson National Forests.

As a result of the first meeting with U. S. Forest Service representatives of the Regional and Washington Offices in December 1962, the National Park Service and the Bureau of Public Roads agreed to investigate several alternate routes suggested by the Forest Service for the northern portion of the parkway where about 40 miles of the proposed parkway location adjoin the location proposed for the Highland Scenic Highway north and west of Spruce Knob partially on lands owned by the Forest Service within the authorized boundaries of the Monongahela National Forest. Field and office studies of these alternates started in February 1963 and were completed during the summer. In the combined judgment of the National Park Service and the Bureau of Public Roads, none

of these alternate locations possessed national parkway qualities comparable to the original proposed location which is recommended in this report. The results were made known to the Forest Service in August 1963.

Field and office studies continued during the summer and fall of 1963. In early October 1963, several alternate locations for the southern portion from Breaks Interstate Park to Cumberland Gap National Historical Park suggested by Representative W. Pat Jennings and others were given both map and field study. The present recommended location of this section affecting Jefferson National Forest was pointed out and discussed with the Forest Service at a meeting on November 18, 1963.

Photographic coverage of the proposed parkway was accomplished during the various field trips and by special assignment from the National Park Service Eastern Office of Design and Construction.

Data on points of historical and archeological significance in the proximity of the parkway were furnished by the National Park Service Division of History and Archeology. Preparation of the report was started in September 1963 and completed in January 1964.

On January 14, 1963, after the study was initiated, Senate Bill 10, 88th Congress, was introduced by Senator Robert C. Byrd of West Virginia for himself and Senators Randolph, Cooper, Beall, Kefauver, Brewster and Morton. This proposal was the same as S. 1798 of the 87th Congress except that it included provision for branches to Harpers Ferry, West Virginia, and to Hawks Nest State Park on the New River Gorge in West Virginia. Companion bills, H. R. 1014, 2611, 3186, and 3522, omitting reference to the branches, were also introduced in the House by Representatives Siler, Perkins, Kee, and Jennings. Copies of the bills are included in Appendix I of this report.

The Advisory Board on National Parks, Historic Sites, Buildings and Monuments at its 49th meeting held November 4-6, 1963, recommended to the Secretary of the Interior establishment of the Allegheny Parkway to provide extensive opportunities for recreational travel to people living in the large population centers of the East.



Potomac River from Cacapon Mountain near Prospect Peak. The Chesapeake and Ohio Canal National Monument is on the right bank of the Potomac.



Mountain vista from Cacapon State Park.

3. PUBLIC ACCESS, RECREATION AND SERVICE FACILITIES

A - Access

Following the limited access principle of other national parkways in effect since 1938, no private access to the parkway road will be permitted. Public access will be provided at U. S. and State primary highways, at selected secondary highways and forest roads as agreed on with the interested officials and shown on public road system plans for individual units to be prepared by the National Park Service. This is the current practice on other national parkways.

B - Recreation and Service Facilities

Limited overnight and day use facilities exist in many of the national and State parks and forests along the 632-mile route. Where possible, and if desired by the operating authorities, these facilities will be enlarged to accommodate the expected great increase of visitors brought by or attracted to the parkway. Special Federal assistance for such enlarged facilities in State parks and forests is recommended as part of the parkway development from plans to be approved by the National Park Service.

Within and adjoining national forests and State forests and parks it is proposed that planning for all public recreation and service facilities will be coordinated closely by public officials to ensure provision of needed campgrounds, turnouts, visitor services, etc., and to eliminate any unnecessary duplication thereof. The general practice will be to locate and develop day use areas from 25 to 30 miles apart and combination day and overnight use areas from 50 to 60 miles apart. Some of these areas will be reached by short spurs from the main parkway road to sites of superior scenic or topographic quality.

At intersecting highways having access to the parkway opportunities may exist for private capital to provide for food and motor services, and overnight accommodations on private land outside parkway boundaries.

A wide variety of potentially interesting exhibits of industry, history, pioneer life, geology and natural beauty exist along the route. It is proposed to develop these sites for visitor enjoyment and education. Also proposed to be developed are nature trails, short leg stretcher hikes to points of scenic or other interest and access to fishing and boating or swimming at Bluestone Reservoir and other lakes or rivers en route. Parking overlooks will be constructed where good views and opportunities exist.

The two termini, Harpers Ferry and Cumberland Gap National Historical Parks, will provide fitting climaxes to travellers in either direction since they both encompass sites and structures of intense historic interest in highly scenic surroundings.

Altogether, the parkway visitor will be able to spend from several days to several weeks enjoying the sights and points of interest on and nearby the parkway through the Allegheny highlands. The parkway will also be developed to provide single day park experiences.



Valley and mountain landscape west of Cacapon Mountain.



Typical arctic tundra country of the Bear Rocks - Spruce Knob region.

4. NATIONAL FOREST CONSIDERATIONS

About 18% of the total mileage lies within National Forest ownership and about 31% of the mileage is within the authorized boundaries of the Monongahela, George Washington, and Jefferson National Forests.

Location and development of the proposed parkway within National Forest boundaries will be in accordance with the spirit and intent of the agreement between the Departments of Agriculture and Interior, announced February 1, 1963, concerning cooperative actions of the two departments with regard to developing lands for public recreation.

As a means of effecting this cooperation, it is proposed:

A. The Forest Service will continue administration of areas already developed for recreation and will develop and administer new recreation areas on lands within the National Forests and adjoining the proposed parkway. Access connections to the parkway motor road will be provided by the National Park Service to accommodate Forest Service roads leading to such areas.

B. The Forest Service and National Park Service will coordinate the planning and administration of all recreation, service, or administrative areas and scenic or recreation roads and signing and other information service affected by the proposed parkway.

C. In locating the proposed parkway, the principle to be followed will be that of least disturbance to Forest uses and land management plans consistent with parkway purposes. It is believed that the location as recommended is in harmony with this objective. The National Park Service will relocate existing Forest Service or other public roads, provide necessary grade separation structures, parallel roads, gated connections to fire towers or other construction required for this purpose so that the Forest highway and other road systems will not be unduly impaired.

D. In the 42-mile section between Bear Rocks and Spruce Knob Lake in Monongahela National Forest where the proposed Highland Scenic Highway and parkway locations lie close together, it is recommended that special collaborative study and planning by the National Park Service, Forest Service, and Bureau of Public Roads be made to provide:

(1) Continuity of the parkway road throughout for truck-free recreation, scenic drive, administrative, law enforcement, fire patrol, fire fighting and fire-break uses and access to fishing and hunting by the public and the two administering agencies.

(2) Construction of necessary short haul truck roads of stable material terminating at transmountain highways and forest roads, or construction of paralleling service roads by the National Park Service to provide truck routes for forest products, access to fishing, hunting and game management areas and other uses involving trucks or commercial vehicles.

E. Forest lands proposed for transfer for parkway purposes will be the minimum necessary and will be in accordance with maps prepared by the National Park Service and approved by the Forest Service.



Alpine pasturelands near the junction of the Parkway and
U.S. Route 33.

5. LAND ACQUISITION AND DEVELOPMENT CONSIDERATIONS

A. General. In accordance with the cooperative principle established by the Blue Ridge and other large-scale national parkways, the State-Federal-Private Capital participation in the proposed parkway is recommended to be as follows:

State Participation - Surveys and acquisition of necessary parkway lands and transfer of title to the United States.

Federal Participation - Construction of the parkway road including all necessary developed areas and their maintenance.

Private Capital Participation - Construction and operation of lodges, restaurants and motor service facilities under concessioner contracts.

The benefits accruing to the various states by reason of the visitors attracted to the parkway and to adjoining points of interest are believed amply to justify the modest state investment (estimated to be less than 10% of the Federal cost) which would be spread over a number of years.

The various legislative proposals are based on land acquisition by the Federal Government which is contrary to the above recommended cooperative precedent followed on the Blue Ridge, Natchez Trace and Foothills Parkways.

The proposed parkway mileage is divided among the three States as follows:

	<u>Mileage</u>
West Virginia	420
Virginia	176
Kentucky	<u>36</u>
Total	632

Most of the legislative proposals referred to in Section 2 BACKGROUND INFORMATION and in APPENDIX I omit reference to the State of Virginia and include the State of Maryland. Revisions thereof would be required to agree with the recommended location. Acquisition of

lands for the parkway through privately owned lands is proposed on the basis of the current requirement for national parkways of 125 acres average per mile fee simple in varying width throughout the length of the parkway plus scenic easement control usually averaging not more than 25 acres per mile where necessary.

Depending on topographic and other considerations, the width of parkway lands would vary from a minimum of 300 feet to several thousand. The wider widths would be acquired at selected sites for development of campgrounds, picnicking, scenic or interpretive features including history, archeology, geology, wildlife, etc. This varying width principle has been found to be the best for economy of land costs and conservation of scenic and other values.

B. The termini of the parkway recommended in this report are Harpers Ferry and Cumberland Gap National Historical Parks. Although the legislative proposals specify Hagerstown, Maryland, as the northern terminus, it is believed that Harpers Ferry National Historical Park would be more suitable for the following reasons:

At present the most favorable parkway crossing of and connection with Interstate Highway 81 appears to be in the vicinity of Falling Waters, West Virginia. From this point to Hagerstown a parkway would roughly parallel existing Route U. S. 11 and proposed Interstate 81 and would necessitate construction of a new bridge over the Potomac River located only a little over a mile south of the proposed Interstate bridge. This would mean that in this rural setting there would be three bridges over the Potomac River in less than 2 1/2 miles. Because of residential and commercial development southwest from Hagerstown along Route U. S. 11 in Maryland, the parkway would have to terminate at some point of doubtful quality west of the community of Halfway with less than 5 miles of parkway in Maryland. Access between Hagerstown and the proposed parkway interchange near Falling Waters appears to be more direct and suitable over Interstate 81 than over any possible locations for a parkway.

A more scenic, fitting, and nationally significant terminus for the parkway proper appears to be at Harpers Ferry National Historical Park. The route south from Falling Waters closely parallels the west side of the Potomac River and would make the historic interests in and near Shepherdstown readily accessible, including the Chesapeake and Ohio Canal National Monument and Antietam National Battlefield Site on the opposite bank of the Potomac in Maryland. Consequently, by a highly scenic location parallel to the Potomac River three points of entry into Maryland

would be realized - to Hagerstown from Falling Waters, to Sharpsburg from Shepherdstown and to Frederick from Harpers Ferry.

S. 10, referred to in Section 2 BACKGROUND INFORMATION and APPENDIX I, included a provision for a branch parkway connecting the Allegheny Parkway with Harpers Ferry, West Virginia. Changing the northern terminus from Hagerstown, Maryland, to Harpers Ferry National Historical Park, as recommended in this report, would eliminate the need for such a branch parkway.

C. The New River Gorge. By reference to the location map and the description of the recommended route of the Allegheny Parkway in Section 6 it will be noted that for a distance of 22 miles the location lies along the east side of the Bluestone Reservoir, crossing the Reservoir just south of River Ridge. This is a highly scenic portion of the New River Gorge and full advantage has been taken to provide several parking overlooks along the rim as well as views of the Gorge and Reservoir from both high elevation and water level where the parkway road drops to cross the Reservoir. Access to fishing and boating facilities will also be furnished.

This is the only portion of the new River Gorge recommended for location of the Allegheny Parkway and is included in that portion of the Allegheny Parkway recommended for development by the Highway Subcommittee of the President's Appalachian Regional Commission as explained in Subsection H of Section 1 of this report.

S. 10, referred to in Section 2 BACKGROUND INFORMATION and APPENDIX I, included a provision for a branch parkway running through New River Gorge to Hawks Nest State Park. This branch parkway was studied on its own merits as a proposed national parkway by the National Park Service and Bureau of Public Roads under funds allotted by the Area Redevelopment Administration in the fall of 1962. In a report dated October 1963, the results of the study were transmitted to the Area Redevelopment Administration and are summarized as follows:

Due principally to the rough topography and the presence of highways, railroads, and coal mines, the New River Gorge (except for the 22-mile portion recommended for the Allegheny Parkway above) did not offer an opportunity to develop a parkway of

national caliber. Construction of a parkway road would have produced an added intrusion on a scene that the parkway concept is intended to preserve and display. It was recommended, therefore, that the New River Gorge Parkway as such not be developed.

D. In Coal or Other Mining Areas: It is recommended that the states enact laws or strengthen existing laws, if necessary, to assure the rehabilitation of all new mines within view of the parkway and to rehabilitate old mines to make them inconspicuous from the parkway.

The 41-mile section between Longpole, West Virginia, and Breaks Interstate Park, Virginia and Kentucky, should have high priority for land acquisition. The sooner acquisition is accomplished, the sooner construction can begin as explained on pages 22 and 23.

E. Prohibiting the Cutting of Timber: It is recommended that the states involved enact legislation prohibiting the cutting of timber on land to be acquired for the Allegheny Parkway.

APPENDIX IV contains an act approved by the State of Virginia for such a prohibition for the Blue Ridge Parkway.

F. Control of Outdoor Advertising: Each state should enact legislation controlling outdoor advertising on private lands within 500 feet of lands or interests in lands acquired for the Allegheny Parkway.

APPENDIX V contains an act approved by the State of Virginia for control of advertising along the Blue Ridge Parkway.



ALLEGHENY MOUNTAIN VISTAS



6. DESCRIPTION OF ROUTE AND VISITOR ATTRACTIONS
(See pullout map inside back cover.)

A - Harpers Ferry National Historical Park to the Allegheny Front

Historic Harpers Ferry National Historical Park, West Virginia, located at the highly scenic confluence of the Shenandoah and Potomac Rivers in the Blue Ridge Mountains is proposed as the northern terminus of the Allegheny Parkway. Access would be provided at Route U. S. 340.

Overnight accommodations and meals are available in the town of Harpers Ferry and nearby outside the park boundaries. Picnic facilities are available across the Potomac River at the Chesapeake and Ohio Canal National Monument at Dam No. 3 in Maryland.

From Harpers Ferry for 27 miles northwesterly to Interstate Route 81 near Falling Waters the route would follow the Potomac River in West Virginia, sometimes on its western bank with fine views of the river and mountains and sometimes away from the river in woods or bordering farmland.

Historic interests in and near Shepherdstown, West Virginia, would be readily accessible - old buildings, ruins of mills, furnaces, and kilns, the site of James Rumsey's first successful public demonstration of his steamboat - and, in Maryland over State Route 34, the Chesapeake and Ohio Canal National Monument and Antietam National Battlefield on the east side of the Potomac. Public use facilities along the C and O Canal in this vicinity are being developed. Those that exist are rather primitive in nature and activities offered are hiking along the towpath, fishing and "rough-it" camping. Other accommodations for travelers can be had at Shepherdstown, West Virginia, and in Sharpsburg, Maryland, near Antietam Battlefield.

Opportunities to develop new campgrounds, picnic areas, scenic vistas, and access to water activities are present in conjunction with the parkway on the west bank.

Interstate Route 81 would provide fast and convenient access to and from the city of Hagerstown, Maryland, and adjacent communities with their many facilities for lodging, meals, and other visitor services.

From Interstate Route 81 the parkway would traverse rolling woodlands, cross streams and rivers, and skirt farm fields and orchards which form an interestingly patterned foreground for North, Short, Middle, and Sleepy Creek Mountains. The route passes the northern ends of these wooded prominences, and Sleepy Creek Public Hunting Ground,

to which access would be made available, as it continues its westward course toward Cacapon Mountain where views of the Potomac River are again obtained from a high vantage point near Prospect Peak.

Berkeley Springs (Bath) with its accommodations for visitors and its historic State owned warm springs is readily accessible over Route U. S. 522.

The route would ride the crest of Cacapon Mountain where there are sweeping views to the east over valleys and mountains to the Blue Ridge and to the west to the Allegheny Front. The rugged landscape of four States is seen from this ridge. The location follows along the west boundary of Cacapon State Park to which access is possible over an existing park road.

Cacapon State Park is one of the major well-developed parks of West Virginia. It contains 5813 acres. A new lodge and dining room offers first quality visitor accommodations and well-situated cabins are for rent. Hiking, fishing, riding, swimming, and picnic facilities are provided. If visitor accommodations need to be supplemented because of parkway travel there are spectacular sites available for a variety of developments on the ridge.

After descending the south end of Cacapon Mountain the parkway again heads westward toward the Allegheny Front over increasingly furrowed terrain. The landscape is, for the most part, wooded valleys and ridges with occasional scattered open areas in the bottom lands. The route would cross and give access to Cacapon and North Rivers, Crooked Run, Little Cacapon River, the South Branch of the Potomac, Cabin and Limestone Runs and New Creek before ascending the Allegheny Front to the south and west of Keyser.

The accommodations offered for vacationers in Keyser, located 87 parkway miles from Harpers Ferry, would be easily accessible over Route U. S. 220.

B - Allegheny Front to the New River Gorge

The parkway route climbs to an elevation of 3000 feet on Fore Knobs, a mountain of the Allegheny Front. A short spur road to the north end of Fore Knobs would provide panoramas to the west, north, and east with the Potomac River lying 1300 feet directly below. The Allegheny Front is characterized by a sharp cliff-faced escarpment facing eastward and a rolling and broken more gentle slope to the west. The parkway rides the top edge of the escarpment offering vistas of forests and farms far to the east over a series of ridges and valleys, and to the west over broken wooded plateau country.

Numerous opportunities for development of recreation facilities exist.

As the elevation approaches 4000 feet near Bear Rocks at parkway mile 147 the trees become stunted and windblown, their branches pointed to the southeast by the almost constant strong-blowing prevailing winds. The spruce trees are particularly spectacular. This condition prevails over a wide region so that sportsmen in the plateau country to the west may use the branches as a point of the compass directed to the Allegheny Front. The lichen spattered boulders strew this ground. In this arctic tundra land grow dwarfed rhododendron, laurel, and ground covers. At Bear Rocks the parkway enters Monongahela National Forest and continues for 132 miles through the authorized boundaries of this forest or on the authorized boundaries between Monongahela and George Washington National Forests. At Bear Rocks the parkway would provide access to the authorized Highland Scenic Highway.

From Bear Rocks the parkway maintains its location on the edge of the escarpment of the Allegheny Front for 18 miles on U. S. Forest Service owned lands and roughly parallels for 11 miles an existing Forest Service road No. 75 of low standard. Where the Forest Service road and the parkway coincide the forest road will be relocated in kind to permit the normal unrestricted trucking of forest products without use of the parkway motor road. The forest cover increases in height, density, and variety as the route progresses southwesterly. Reforestation projects of the Forest Service could be subjects for interpretive exhibits. All interpretive features dealing with Forest Service activities would be developed in cooperation with that Service.

Blackwater Falls State Park lies 10 airline miles west of Bear Rocks. This scenic tableland park of 1679 acres features the 63 feet high falls of the Blackwater River, provides the same vacationer facilities as Cacapon State Park, and in addition has a campground. A huge expansion program is proposed for this park in a new location in Canaan Valley, an airline distance of 6 miles from the proposed parkway. Topography permits ready access to the new park area.

Two power company reservoirs are proposed in this vicinity and may provide recreation opportunities.

The parkway location reaches its highest elevation of 4700 feet on Roaring Plains, where a picnic site is possible, just before leaving Forest Service owned lands. It then descends through private land on the west face of Roaring Plains, still on the Allegheny Front, to an elevation of 3250 feet while overlooking the impressive Alpine pastures south of the village of Harmon. For 13 miles the



Bluestone Reservoir, West Virginia



Vicinity of Rich Creek, Virginia

NEW RIVER SCENES

Picture Page VIII

parkway traverses these spectacular pasturelands, from vantage points both above them and at their feet. It is hoped that some means may be found of extending encouragement and aid to the private owners of this highland livestock producing country so that these particularly notable American pastoral scenes of grand proportion can be preserved.

The parkway location would cause only minor disruption to mountain pasture practices because the topography offers frequent opportunities to construct cattle underpasses or overpasses of the parkway motor road. Lands acquired for parkway purposes would be leased back to former or adjacent owners so the Alpine pasture picture would be maintained by private effort. No line of demarcation between private and parkway land would be apparent. This practice is well-accepted on the Blue Ridge and Natchez Trace Parkways where it has been in existence for many years.

Fine distant views are also available toward Fore Mountain and North Fork Mountain.

Through the arctic tundra landscape and the Alpine pastoral scene unusual finesse in road location and development must be exercised in order to display and yet preserve these remarkable areas.

The parkway enters Forest Service owned lands near parkway mile 152 and travels on or near the crest of Allegheny Mountain through good forest cover for 10 miles (generally at an elevation near 4000 feet) to Spruce Knob Lake. Here the U. S. Forest Service and the West Virginia Division of Game and Fish have developed many game feeding areas in conjunction with their joint game management practices. Turkeys, deer, and other animals and birds are frequently seen. Projects such as these would be interpreted for the traveler. Spruce Mountain is conspicuous to the southeast.

The parkway here again closely parallels an existing forest road which would be relocated where necessary so truck traffic would not use the parkway.

Spruce Knob, the highest point in West Virginia at elevation 4860 feet sits atop Spruce Mountain, 2 airline miles east of the parkway location in the Monongahela National Forest. Access will be made to the forest road leading to this spectacular prominence and the existing and proposed Forest Service development there.

Spruce Knob would become a major attraction along the Allegheny Parkway. Its development together with the scenic and recreational attractions of the Seneca Rocks and Smoke Hole areas by the Forest

Service as proposed in S. 1022 - to provide for the establishment of the Spruce Knob-Seneca Rocks National Recreation Area in the State of West Virginia and for other purposes - will do much to draw visitors to West Virginia and hold them for a period of time.

Access to them via the 632-mile long Allegheny Parkway, itself a facility that will bring visitors from the entire nation, will stimulate use of the Spruce Knob-Seneca Rocks National Recreation Area.

The Highland Scenic Highway from the west and south will intersect the parkway at mile 189 near Spruce Knob Lake Recreation Area and the hunting and fishing areas of the Monongahela National Forest would be made accessible from this highway. State Route 28 intersects the parkway 9 ridge-line miles south of Spruce Knob Lake. From a point 2 miles beyond Route 28 the parkway meets and follows the common boundaries of Virginia and West Virginia and the Monongahela and George Washington National Forests which follow the crest of Allegheny Mountain.

Allegheny Mountain has now become a well-defined ridge, though the east face is still steeper than the west. The west views are more distant than in the plateau country to the north, with deep valleys and prominent ridges. In the near distance, to the west, are the valleys of Knapp Creek and Greenbrier River. To the east, row on row of piled up ridges continue.

For 97 miles, between Spruce Knob Lake and White Sulphur Springs the parkway traverses rugged, forest covered mountain-top, varying in elevation from 2500 to 4200 feet. The route is distant from towns and cities and no public use developments are existing or proposed nearby, except at Seneca State Forest. This scenic vacation area, bounded on the west by the Greenbrier River, contains 11,503 acres and is located 8 road miles from the proposed parkway location. Access would be available over State Route 84. Facilities are provided for camping, picnicking, boating, swimming, hiking, fishing, and hunting; there are cabins for rent.

In this stretch of parkway there are several exciting ridge sites and quiet mountain stream valley locations available for development of picnic, campground and concession facilities adjoining the parkway road.

Access would be provided at State Route 39 leading to Warm Springs and Hot Springs, Virginia, and to Marlinton, West Virginia.



STRIP MINES IN THE McCOMAS - GIATTO SECTION,
WEST VIRGINIA



Five miles west of the proposed parkway location, over Route U. S. 60, lies the still popular historic resort of White Sulphur Springs, West Virginia. Access will be provided to either U. S. 60 or to Interstate Route 64, proposed to cross the Allegheny Mountain in the immediate vicinity of U. S. 60 between White Sulphur Springs and Covington and Clifton Forge, Virginia.

Greenbrier State Forest, containing 5001 acres lies 5 miles southwest of White Sulphur Springs. There are cabins for rent and facilities for camping, picnicking, swimming, and hiking.

Sixteen miles south of White Sulphur Springs the parkway descends the mountain, from elevation 3400 at Elk Knob, a possible site for development, to the valley of Second Creek at elevation 2300. The route then skirts the farmed valleys of Turkey Creek and Dropping Lick Creek at the foot of Little Mountain. The parkway would cross Little Mountain in the deep gap formed by Camp Creek and would then ascend Peters Mountain to an elevation of 3400 feet. Views to the east offer the farmed valley of the New River and surrounding hills and mountains and to the west the rolling farms and woods between the New and Greenbrier Rivers.

At the point where the parkway begins its descent of Peters Mountain a spur road is proposed to extend to its western end to provide recreation facilities and spectacular top-of-precipice views of the Narrows, the gorge cut by the New River that separates Peters and East River Mountain, and of Wolf Creek Valley, of Pearis and Wolf Creek Mountains and distant views north and south along north-flowing New River.

C - New River Gorge to Breaks Interstate Park

While descending Peters Mountain the main route of the parkway passes from West Virginia to Virginia and extends northward through rolling country of hill-farms and woods. From Route U. S. 219 near Peterstown, West Virginia, where access will be provided, northward for 22 miles both gorge-top and waterside views of the Bluestone Reservoir of the New River are obtained from the east side. The New River Gorge here is a pleasing forested defile.

Five miles north of Route U. S. 219 the parkway again enters West Virginia.

The proposed route crosses the New River at the southern end of River Ridge. This 5-mile long ridge would be adaptable to large scale scenic recreation development on top of the New River Gorge and is readily accessible from the proposed location.



The Breaks of Russell Fork. The Towers on the left.

THE BREAKS INTERSTATE PARK, VIRGINIA AND KENTUCKY.

From River Ridge the location extends westward for 10 miles through rolling country to the rim of the gorge of the Bluestone River. Access to State Route 20 would give parkway travelers an opportunity to visit Bluestone State Park, 8 miles to the north, with its cabins, restaurant, trails, campground, picnic area, and facilities for boating, fishing, and swimming. Bluestone Dam located nearby is operated by the Corps of Engineers and would be an interesting and educational destination for a side trip.

The gorge of the Bluestone River is a sharp, rocky, and wooded declivity comparable in ruggedness to the northern portion of New River Gorge. It is relatively unspoiled and should be preserved for the public between the West Virginia Turnpike and New River. A land acquisition and development project of some magnitude is under consideration by the West Virginia Division of State Parks. The proposed parkway could be developed to augment their proposals and provide access.

At parkway mile 381 an interchange is proposed with the West Virginia Turnpike (Proposed Interstate 77). The tourist facilities of Princeton would be available only a few miles to the south.

From the New River for 27 miles the parkway is located in rolling country, both open and wooded, and a portion of it follows the valleys of Brush Creek and the upper reaches of Bluestone River. Rough topography is then encountered in the ascent through coal mining country near Matoaka and Giatto to the wooded ridge between Wyoming and McDowell Counties. Opportunities are present to develop picnic areas along the 43 miles of ridge location. The route leaves the McDowell County line near Longpole. A simple interchange at State secondary Route 1 near Panther would give access to the 7810-acre Panther Creek State Forest located 3 miles to the southeast where camping, picnicking, hiking, fishing, and hunting activities are provided.

Between Longpole, in McDowell County, West Virginia, and the Dickenson-Buchanan County line, Virginia, near the Breaks Interstate Park, a distance of 41 miles, topographic difficulties are encountered combined with problems arising from coal mining and associated residential and business activities.

The country for miles around is broken in all directions by steep sided stream valleys and short, meandering, sharp-topped ridges. Each valley bottom is generally occupied by a State highway of one class or another and with buildings constructed close to the shoulder of the road. There is not space enough in the valleys for both the parkway road and paralleling service roads for commercial traffic.



Looking northwest from High Knob near Norton, West Virginia.



Looking southwest toward parkway crossing in the middle distance.

Burchette Studio
Norton, Virginia



Looking northeast

POWELL VALLEY, VIRGINIA

The coal mines have not disfigured the landscape as viewed from the valley floors. However, a traveler on the valley roads is conscious of the mines because of the noise, dust, and crowding of a steady flow of coal trucks leaving and returning to the mines over the roads from numerous temporary mine access truck trails.

The development of a parkway to national standards through this area is a difficult problem. In the short time allotted to this feasibility study the following solution was evolved.

The existing State roads in selected valleys could be acquired along with all access rights. This means abandonment of the existing roads. Acquisition of virtually all property on the watershed of the valley to be occupied may be necessary. Negotiation for the land could include the understanding that a period of 10 years would be allowed for completion of coal mining on all land having access to the present highway or for developing another means of access to the coal.

A parkway route in this area would be different in character from that to the north and south as it traverses the uplifted eroded plateau region. It would not be a spectacular route but rather a quiet and pleasant one in wooded valleys ascending a stream, in one instance, from its mouth to its source and then in another, descending a stream from its beginning to its confluence. Opportunities for small picnic areas would be available at the junction of tributary streams.

During the 10-year period mentioned above no parkway development would be undertaken between the West Virginia Turnpike and the Breaks Interstate Park. Parkway traffic between these points would be routed south over the West Virginia Turnpike to Route U. S. 460, thence over Route 460 to Virginia State Route 609 to the Breaks Interstate Park.

Should the Allegheny Parkway be authorized another less costly and time consuming solution may be found during detailed location studies.

The parkway route skirts the northeast boundary of the Breaks Interstate Park making readily accessible park facilities and the exciting scenery of Russell Fork as it breaks through Pine Mountain. There is available a fine new lodge and dining room, a museum, campground, picnic areas, scenic drive with overlooks, and foot trails. Efforts by the States of Kentucky and Virginia to acquire the west gorge of Russell Fork are encouraged.

D - Breaks Interstate Park to Cumberland Gap National Historical Park

After crossing Russell Fork to the south and west of the Breaks the parkway climbs Pine Mountain passing just to the north of the John W. Flannagan Reservoir, constructed by the Corps of Engineers. Access is possible to the recreation facilities proposed on the reservoir.

The route follows the crest of Pine Mountain, the boundary between Kentucky and Virginia, for a distance of 17 miles to Pound Gap, and generally along the north boundary of lands owned by the Jefferson National Forest. Views to the west overlook the elevated and eroded plateau region as far as one can see and to the east the same type of country is seen in the foreground with the paralleling mountain and valley landscape typical of the Allegheny range as a backdrop.

From Pound Gap the route descends the gentler sloped southeast face of Pine Mountain and follows Stacy Branch to a crossing of Route U. S. 23 and State Route 603. Access will be provided here to the recreation facilities proposed on the North Fork of Pound Reservoir, under construction by the Corps of Engineers. The route then follows the North and South Forks of the Pound River to Glady Fork, a distance of 9 miles. The parkway then climbs Indian Mountain and descends again to Rocky Fork. Indian Mountain offers several sites for recreation developments including a half-mile long spur road to a fire tower on Buck Knob at elevation 1374 feet.

From Rocky Fork the route rises a hundred feet to follow the Tennessee Valley Divide for 3 miles crossing Route U. S. 23 and furnishing access to that highway and the community of Wise a short distance south.

The area around Wise is marred with the excavations and spoils of strip mining. Any route chosen for the parkway in this vicinity must pass through mined areas. Fortunately many of the mines are old and vegetation is taking hold. Much work, however, should be done to encourage nature in her healing process. This observation applies not only to land to be acquired for parkway purposes but to adjacent lands as well. It is hoped that State and local participation in this effort will be substantial so that vistas from the parkway will be pleasant and the impression the traveler receives of the locality will be favorable.

The parkway will establish exhibits here of strip mining and tell by interpretive methods the story of mining history, development, and its economic effects. Demonstration areas will be established on parkway land of acceptable restoration practices. The demonstration would be more effective if it could be pointed out that

these practices were being carried out on adjacent lands. There is a big opportunity here to turn a generally unacceptable landscape into a living museum of the strip mining industry and the restoration of land to productive use.

The route of the parkway through this concentration of coal mining activities around Wise was the measure by which this study determined that the center for interpretation of coal mining should be located here. Further research may disclose that another location would be more suitable. For instance, in West Virginia considerable despoliation is evident near the Giatto-Crumpler area. Evidence of strip mining is apparent along the parkway repeatedly between the West Virginia Turnpike and its southern termination at Cumberland Gap National Historical Park, particularly as viewed from the higher elevations. There is some indication that the area of mining may extend northward along the Allegheny Mountains as far as the Potomac River.

The Allegheny Parkway, if developed, will be a national attraction and, as such, will bring before the people of all the States a clear picture of what is happening to the tremendous mountain landscapes of West Virginia, Virginia, and Kentucky by coal mining operations and what these States are or are not doing about it.

The route bypasses Wise to the east. Access to Ramsey and Norton will be from a connection with alternate Route U. S. 58 which lies along the bank of Guest River.

After crossing Guest River at elevation 2100 the route enters Jefferson National Forest and begins its 9-mile meandering climb of Stone Mountain to elevation 3900 feet before descending for 11 miles along South Fork Powell River to Powell Valley.

Numerous sites for recreation development exist along this section of varied scenery on both Forest Service and privately owned lands. However, any plan for public recreation use will be worked out in cooperation with the Forest Service. One notable feature is the existing Forest Service lookout on High Knob. Access could be provided to State Route 319 and a Forest Service road to this lookout which sits on the ground of bald High Knob from which distant views of towns, forests, farms, mines, mountains, and valleys are obtained in all directions.

Powell Valley is a small rich rolling land of farms, roughly triangular in shape, and walled by Stone and Powell Mountains to the north and south. The west base of the triangle is indefinitely formed by Wallen Ridge. The parkway would cross this sunken tract

near the base of the triangle presenting views across the fields to the surrounding heights.

The community of Big Stone Gap would be bypassed on the wooded hillside to the north of its development. Access would be provided at the Route U. S. 23 crossing which would also serve the town of Appalachia.

The route then ascends Stone Mountain by way of Roaring Branch and crosses the Wise-Lee County line just before reaching the crest. Recreation development is possible in this area.

Stone Mountain is a low lying ridge attaining an elevation between 2400 and 3000 feet. Its position is rather unique in that to the north it looks up to generally wooded plateau country with high mountains in the background. Little Black Mountain and Black Mountain are the principal ranges and reach an elevation of 4139 feet on one peak, the highest point in Kentucky, located 1 mile north and west of the Kentucky-Virginia State boundary line. To the south and east is the broad farmed valley of Powell River with the typical Allegheny ridge and valley formations in the distance.

At Pennington Gap the parkway would descend to elevation 1500 feet to cross the North Fork Powell River and Route U. S. 421 where access would be furnished.

Stone Mountain joins Cumberland Mountain without topographic distinction at the point where the Virginia-Kentucky State line changes from a north-south direction to follow Cumberland Mountain westwardly. The route follows the ridge of Cumberland Mountain for 19 miles to the east boundary of Cumberland Gap National Historical Park.

From this point, after a brief ride on the crest of White Rocks where there is an opportunity for a foot trail along the clifftop of White Rocks from a parking overlook, the route descends the north face of Cumberland Mountain in Kentucky to Martins Fork of the Cumberland River. A spur road would provide access to Sand Cave. At the North Fork of the Cumberland River there is opportunity for a large recreation area, including camping and picnicking with foot trails leading to Sand Cave, and White Rocks located to the south and to the west 4 miles to Hensley Settlement. For the more adventurous overnight hikers, a trail might extend from Martins Fork along the ridge of Cumberland Mountain for 14 miles to The Pinnacle, a scenic overlook in Cumberland Gap National Historical Park.



White Rocks, the 500-foot sandstone cliff atop Cumberland Mountain, would support the parkway which will overlook the farmed Virginia valley from which this scene was taken.



This pioneer type settlement in Hensley Flats, Kentucky, is proposed for restoration as an interpretive feature. Cumberland Gap National Historical Park.

From Martins Fork the parkway would skirt the north boundary of the park at the edge of the escarpment with views to Pine Mountain. The route would be at the north edge of, and give access to, the pioneer settlement of Hensley Flats, mentioned above, which is to be restored.

After descending the north face of Cumberland Mountain within the park boundaries the Allegheny Parkway would cross Route U. S. 25E with access to the west of Middlesboro, Kentucky, and have its southern terminus at the existing park road northeast of the visitor center of scenic and historic Cumberland Gap National Historical Park where the States of Virginia, Kentucky, and Tennessee converge.



Cumberland Gap National Historical Park, Virginia, Kentucky, and Tennessee. The parkway would terminate in Kentucky on the park road in the middle picture. Historic Cumberland Gap is the low notch on the horizon; the park visitor center is on the right.

7. AREAS OF HISTORICAL, ARCHEOLOGICAL AND CULTURAL SIGNIFICANCE

The various places of historical, archeological and cultural interest are marked and numbered on the map at the end of this report. All are of significance to the community or State and several have national significance. Following are brief descriptions of these areas.

1. Harpers Ferry National Historical Park - Northern Terminus.

This interesting scenic and historic area is located at the confluence of the Shenandoah and Potomac Rivers in the Blue Ridge Mountains. It is the picturesque site of important colonial events, the famous John Brown raid and many Civil War actions due to its strategic location. Old buildings and steeply sloped streets with fine views contribute to its charm.

2. Charles Town, just 7 miles southwest of the starting point of the proposed parkway, is an old historic city, steeped in tradition, with many of its buildings dating from the late 18th century. Colonel Charles Washington, brother of George, had 80 acres of his land here surveyed and laid out in streets in 1786, and the resultant town was named for him. Here in 1859, John Brown was tried and hanged. The city was damaged severely during the Civil War by the occupation and withdrawal of both Federal and Confederate forces.

3. In Leetown is PRATO RIO, the limestone house to which General Charles Lee retired after his retreat at the Battle of Monmouth in 1778 which resulted in defeat for the Americans. Also nearby is TRAVELER'S REST, the house which General Horatio Gates purchased in 1763. After his defeat at the Battle of Camden in 1780, he lived here until 1790.

4. Antietam National Battlefield Site, scene of the battle which brought to an end the first Confederate invasion of the North in 1862. President Lincoln took advantage of this Union victory to issue the Emancipation Proclamation.

5. Shepherdstown, established in 1762 under the name of Mecklenburg. Here, in 1787, James Rumsey gave the first successful public demonstration of his steamboat. It is an interesting town with several old buildings remaining, including Thomas Shepherd's Grist Mill with a 40-foot diameter overshot wheel. It is the site of Shepherd College and nearby on the Potomac River are stone ruins of early furnaces and other structures.

6. Here the proposed parkway parallels part of the old Chesapeake and Ohio Canal, one of the least altered of the older American canals, exemplifying one of the Nation's most important forms of

early transportation. At Falling Waters, a village on the bank of the Potomac River, General Robert E. Lee's Confederate Army of Northern Virginia, retreating from defeat at Gettysburg in July, 1863, was attacked by the Union Army of the Potomac under General George G. Meade, but successfully crossed the river and retreated south to safety.

7. Berkeley Springs (Bath), one of the oldest spas in the South. Before the coming of the white man the Indians regarded the area of the warm springs as neutral ground. Here warring tribes camped and bathed together without animosity. George Washington surveyed the area originally and often brought his family here to enjoy the springs. Many old buildings still remain.

8. The area around Fort Ashby is rich in Indian lore and dotted with sites of long and bitter struggles between the early settlers and the Indians. Fort Ashby itself, the sole survivor of the chain of 23 outposts built under the direction of George Washington, was erected in 1755, has been restored and is open to the public.

9. Here the proposed parkway crosses Route U. S. #50, which basically follows the old Northwestern Turnpike from Winchester, Virginia, to Parkersburg, completed in 1838.

10. Here it crosses State Route #42, built on the historic path that was called the McCullough traders' trail and went from Winchester to the Cheat River near the Pennsylvania line.

11. Here it crosses the Seneca Trail over the Allegheny Range to Elkins, where it joined the historic Warriors Road (Route U. S. #219) which extended from the St. Lawrence River to Georgia, entering West Virginia from Maryland 10 miles north of Thomas and running South through Elkins, Marlinton, Lewisburg, and Princeton, leaving the State near Bluefield.

12. White Sulphur Springs on the old James River and Kanawha Turnpike (Route U. S. #60). By the 1830's this popular resort was a center of fashion, a favorite rendezvous of the plantation society of the Old South. The "President's Cottage," erected in 1816, served as the summer White House during the terms of office of Presidents Van Buren, Tyler, and Fillmore, and Tyler spent his honeymoon there in 1844. Here also was fought the battle of White Sulphur Springs in August, 1863, between a force of about 2,000 Confederates and 1,300 Federals.

13. Old Stone Church, erected by Presbyterians in 1796, said to be the oldest church west of the Alleghenies still in use.

14. Crumps Bottom. Some of the first permanent white settlements west of the Alleghenies were started in the New River Valley in the 1750's in the area of Crumps Bottom just below Indian Mills. Troubles with the Indians kept these settlements small in the beginning. But by the Treaty of Fort Stanwix in 1768, the Iroquois ceded all claims to lands between the Alleghenies and the Ohio River.

15. and 16. This whole area generally is rich in such prehistoric items as village sites, burial mounds, stone forts and graves, rock shelters and caves.

17. Cumberland Gap National Historical Park - Southern Terminus. The historic and scenic mountain pass of the Wilderness Road, explored by Daniel Boone, and main artery of great trans-Allegheny migration which extended the Western boundary of the Thirteen Colonies to the Mississippi River and, after the Revolution, helped settle the Northwest Territory. It has important Revolutionary and Civil War connections and, in addition to caves and other notable geological features, includes scenic overlooks, trails, fortifications and ruins of early structures. The Hensley Settlement area near the parkway contains picturesque pioneer type structures typical of mountain life in this Kentucky-Tennessee-Virginia area.

8. COST ESTIMATES AND DESIGN ELEMENTS

The estimated cost of construction and development by the United States including the necessary planning, engineering, and supervision expense is as follows:

<u>State</u>	<u>Mileage</u>	<u>Estimated Total Cost</u>
West Virginia	420	\$ 137,193,000
Virginia	176	61,215,000
Kentucky	<u>36</u>	<u>11,592,000</u>
Total	632	\$ 210,000,000

The estimate is based on current costs for the Blue Ridge Parkway in similar terrain and includes all road and related structure construction costs, necessary road maintenance units, concessioner, campground and picnic area roads, trails, utilities, and comfort stations. Consistent with current National Park Service policy, all concessioner buildings are proposed to be constructed by private capital under concession contracts.

Geometric standards proposed are similar to those used for the Blue Ridge Parkway including a single two-way roadway with paved width of 22 feet plus widening on curves. Adequate sight distance will be provided for a moderate rather than high speed roadway as dictated by the topography.

Frequent parking areas will be provided for scenic overlooks, nature trails, and recreational, historical or geological features.

For public safety grade separation structures will be constructed at railroad and public road or highway crossings. State, county, or Forest Service roads disturbed by the parkway construction will be relocated to preserve their continuity.

Land costs are not included in the cost figures, but are estimated to be less than ten percent of the construction costs.

APPENDIX I - PROPOSED LEGISLATION

Copies of the various bills concerned with the proposed Allegheny Parkway are included below in their chronological order of introduction. References to them are made in other sections of this report.

A. Bills Introduced During 87th Congress, 1961 and 1962

<u>Bill</u>	<u>Introduced By</u>	<u>Date</u>
1. S. 1796	Sen. Robert C. Byrd of West Virginia (for himself, Mr. Randolph, Mr. Butler, Mr. Beall, Mr. Cooper, and Mr. Morton)	May 3, 1961 (1st Session)

A BILL To provide for the establishment and administration of the Allegheny Parkway in the States of West Virginia and Kentucky and Maryland, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Allegheny Parkway is authorized to be established and administered in the manner hereinafter provided.

SEC. 2. The Secretary of the Interior is authorized to select the right-of-way for a parkway along the Allegheny Mountains extending from Hagerstown, Maryland, to Cumberland Gap National Historical Park, in the State of Kentucky; and he may acquire, in such manner as he finds to be in the public interest, land and interests in land for a right-of-way of sufficient width to include the road and all bridges, ditches, cuts, and fills appurtenant thereto, together with sites for recreational areas in connection with the parkway.

SEC. 3. Any Federal land forming the right-of-way selected by the Secretary of the Interior shall, without an exchange of funds, be transferred to the Department of the Interior for administration as a part of the parkway: Provided, The right-of-way through Government-owned lands shall not exceed two hundred feet in width, except that where small parcels of Government-owned lands would otherwise be isolated, or where topographic conditions or scenic requirements are such that bridges, ditches, cuts, fills, parking overlooks, landscape development, recreational, and other facilities requisite to public use of said parkway could not reasonably be confined to a width of two hundred feet, the said maximum may be increased to such width as may be necessary, with the written approval of the department or agency having jurisdiction over such lands.

SEC. 4. Land acquired or transferred pursuant to this Act shall be known as the Allegheny Parkway and shall be administered and maintained by the Secretary of the Interior through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), entitled "An Act to establish a National Park Service, and for other purposes", the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway: Provided, That the Secretary of Agriculture is hereby authorized, with the concurrence of the Secretary of the Interior, to connect with the parkway such roads and trails as may be necessary for the protection, administration, or utilization of adjacent and nearby national forests and the resources thereof: And provided further, That the Forest Service and the National Park Service shall, insofar as practicable, coordinate and correlate such recreational development as each may plan, construct, or permit to be constructed, on lands within their respective jurisdictions which, by mutual agreement, should be given treatment for recreational purposes.

SEC. 5. In the administration of the Allegheny Parkway, the Secretary of the Interior may issue revocable licenses or permits for rights-of-way over, across, and upon parkway lands, or for the use of parkway lands by the owners or lessees of adjacent lands, for such purposes and under such nondiscriminatory terms, regulations, and conditions as he may determine to be not inconsistent with the use of such lands for parkway purposes.

SEC. 6. There are authorized to be appropriated such funds as may be necessary to carry out the provisions of this Act.

<u>Bill</u>	<u>Introduced By</u>	<u>Date</u>
2. H. R. 6894	Mrs. Kee	May 8, 1961 (1st Session)

A BILL To provide for the establishment and administration of the Allegheny Parkway in the States of West Virginia and Kentucky and Maryland, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Allegheny Parkway is authorized to be established and administered in the manner hereinafter provided.

SEC. 2. The Secretary of the Interior is authorized to select the right-of-way for a parkway along the Allegheny Mountains extending from Hagerstown, Maryland, to Cumberland Gap National Historical Park, in the State of Kentucky; and he may acquire, in such manner as he finds to be in the public interest, land and interests in land for a right-of-way of sufficient width to include the road and all bridges, ditches, cuts, and fills appurtenant thereto, together with sites for recreational areas in connection with the parkway.

SEC. 3. Any Federal land forming the right-of-way selected by the Secretary of the Interior shall, without an exchange of funds, be transferred to the Department of the Interior for administration as a part of the parkway: Provided, the right-of-way through Government-owned lands shall not exceed two hundred feet in width, except that where small parcels of Government -owned lands would otherwise be isolated, or where topographic conditions or scenic requirements are such that bridges, ditches, cuts, fills, parking overlooks, landscape development, recreational, and other facilities requisite to public use of said parkway could not reasonably be confined to a width of two hundred feet, the said maximum may be increased to such width as may be necessary, with the written approval of the department or agency having jurisdiction over such lands.

SEC. 4. Land acquired or transferred pursuant to this Act shall be known as the Allegheny Parkway and shall be administered and maintained by the Secretary of the Interior through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), entitled "An Act to establish a National Park Service, and for other purposes", the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway: Provided, That the Secretary of Agriculture is hereby authorized, with the concurrence of the Secretary of the Interior, to connect with the parkway such roads and trails as may be necessary for the protection, administration, or utilization of adjacent and nearby national forests and the resources thereof: And provided further, That the Forest Service and the National Park Service shall, insofar as practicable, coordinate and correlate such recreational development as each may plan, construct, or permit to be constructed, on lands within their respective jurisdictions which, by mutual agreement, should be given special treatment for recreational purposes.

SEC. 5. In the administration of the Allegheny Parkway, the Secretary of the Interior may issue revocable licenses or permits for rights-of-way over, across, and upon parkway lands, or for the use of parkway lands by the owners or lessees of adjacent lands, for such purposes and under such nondiscriminatory terms, regulations, and conditions as he may determine to be not inconsistent with the use of such lands for parkway purposes.

SEC. 6. There are authorized to be appropriated such funds as may be necessary to carry out the provisions of this Act.

Bill

Introduced By

Date

3. H. R. 6986

Mr. Staggers

May 10, 1961

Identical to H. R. 6894

BillIntroduced ByDate

4. H. R. 7069

Mr. Siler

May 15, 1961

Identical to H. R. 6894

BillIntroduced ByDate

5. H. R. 7232

Mr. Perkins

May 22, 1961

A BILL To provide for the establishment and administration of the Allegheny Parkway in the States of West Virginia, Virginia, Kentucky, and Maryland, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Allegheny Parkway is authorized to be established and administered in the manner hereinafter provided.

SEC. 2. The Secretary of the Interior is authorized to select right-of-way for a parkway along the Allegheny Mountains extending from Hagerstown, Maryland, through the Breaks Interstate Park on the Kentucky-Virginia border to Cumberland Gap National Historical Park, in the State of Kentucky; and he may acquire, in such manner as he finds to be in the public interest, land and interests in land for a right-of-way of sufficient width to include the road and all bridges, ditches, cuts, and fills appurtenant thereto, together with sites for recreational areas in connection with the parkway.

SEC. 3. Any Federal land forming the right-of-way selected by the Secretary of the Interior shall, without an exchange of funds, be transferred to the Department of the Interior for administration as a part of the parkway: Provided, The right-of-way through Government-owned lands shall not exceed two hundred feet in width, except that where small parcels of Government-owned lands would otherwise be isolated, or where topographic conditions or scenic requirements are such that bridges, ditches, cuts, fills, parking overlooks, landscape development, recreational, and other facilities requisite to public use of said parkway could not reasonably be confined to a width of two hundred feet, the said maximum may be increased to such width as may be necessary, with the written approval of the department or agency having jurisdiction over such lands.

SEC. 4. Land acquired or transferred pursuant to this Act shall be known as the Allegheny Parkway and shall be administered and maintained by the Secretary of the Interior through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), entitled "An act to establish a National Park Service, and for other purposes", the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable

to said parkway: Provided, That the Secretary of Agriculture is hereby authorized, with the concurrence of the Secretary of the Interior, to connect with the parkway such roads and trails as may be necessary for the protection, administration, or utilization of adjacent and nearby national forests and the resources thereof: And provided further, That the Forest Service and the National Park Service, shall, insofar as practicable, coordinate and correlate such recreational development as each may plan, construct, or permit to be constructed, on lands within their respective jurisdiction which, by mutual agreement, should be given special treatment for recreational purposes.

SEC. 5. In the administration of the Allegheny Parkway, the Secretary of the Interior may issue revocable licenses or permits for the right-of-way over, across, and upon parkway lands, or for the use of parkway lands by the owners or lessees of adjacent lands, for such purposes and under such nondiscriminatory terms, regulations, and conditions as he may determine to be not inconsistent with the use of such lands for parkway purposes.

SEC. 6. There are authorized to be appropriated such funds as may be necessary to carry out the provisions of this Act.

<u>Bill</u>	<u>Introduced By</u>	<u>Date</u>
6. H. R. 10065	Mr. Siler	February 5, 1962 (2nd Session)
Identical to H. R. 6894		

B. Bills Introduced During 88th Congress, 1963 and 1964

<u>Bill</u>	<u>Introduced By</u>	<u>Date</u>
1. S. 10	Sen. Robert C. Byrd of West Virginia (for himself, Mr. Randolph, Mr. Cooper, Mr. Beall, Mr. Kefauver, Mr. Brewster, and Mr. Morton)	January 14, 1963 (1st Session)

A BILL To provide for the establishment and administration of the Allegheny Parkway in the States of West Virginia and Kentucky and Maryland, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Allegheny Parkway is authorized to be established and administered in the manner hereinafter provided.

SEC. 2. The Secretary of the Interior is authorized to select the right-of-way for a parkway along the Allegheny Mountains extending from Hagerstown, Maryland, to Cumberland Gap National Historical Park, in the State of Kentucky, including a branch connecting such parkway with Harpers Ferry, West Virginia, and a branch running through New River Gorge to Hawks Nest; and he may acquire, in such manner as he finds to be in the public interest, land and interests in land for a right-of-way of sufficient width to include the road and all bridges, ditches, cuts, and fills appurtenant thereto, together with sites for recreational areas in connection with the parkway.

SEC. 3. Any Federal land forming the right-of-way selected by the Secretary of the Interior shall, without an exchange of funds, be transferred to the Department of the Interior for administration as a part of the parkway: Provided, The right-of-way through Government-owned lands shall not exceed two hundred feet in width, except that where small parcels of Government-owned lands would otherwise be isolated, or where topographic conditions or scenic requirements are such that bridges, ditches, cuts, fills, parking overlooks, landscape development, recreational, and other facilities requisite to public use of said parkway could not reasonably be confined to a width of two hundred feet, the said maximum may be increased to such width as may be necessary, with the written approval of the department or agency having jurisdiction over such lands.

SEC. 4. Land acquired or transferred pursuant to this Act shall be known as the Allegheny Parkway and shall be administered and maintained by the Secretary of the Interior through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), entitled "An Act to establish a National Park Service, and for other purposes", the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway: Provided, That the Secretary of Agriculture is hereby authorized, with the concurrence of the Secretary of the Interior, to connect with the parkway such roads and trails as may be necessary for the protection, administration, or utilization of adjacent and nearby national forests and the resources thereof: And provided further, That the Forest Service and the National Park Service shall, insofar as practicable, coordinate and correlate such recreational development as each may plan, construct, or permit to be constructed, on lands within their respective jurisdictions which, by mutual agreement, should be given special treatment for recreational purposes.

SEC. 5. In the administration of the Allegheny Parkway, the Secretary of the Interior may issue revocable licenses or permits for rights-of-way over, across, and upon parkway lands, or for the use of parkway lands by the owners or lessees of adjacent lands, for such purposes and under such nondiscriminatory terms, regulations, and conditions as he may determine to be not inconsistent with the use of such lands for parkway purposes.

SEC. 6. There are authorized to be appropriated such funds as may be necessary to carry out the provisions of this Act.

Bill

Introduced By

Date

2. H. R. 1014

Mr. Siler

January 9, 1963

A BILL To provide for the establishment and administration of the Allegheny Parkway in the States of West Virginia and Kentucky and Maryland, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Allegheny Parkway is authorized to be established and administered in the manner hereinafter provided.

SEC. 2. The Secretary of the Interior is authorized to select the right-of-way for a parkway along the Allegheny Mountains extending from Hagerstown, Maryland, to Cumberland Gap National Historical Park, in the State of Kentucky; and he may acquire, in such manner as he finds to be in the public interest, land and interests in land for a right-of-way of sufficient width to include the road and all bridges, ditches, cuts, and fills appurtenant thereto, together with sites for recreational areas in connection with the parkway.

SEC. 3. Any Federal land forming the right-of-way selected by the Secretary of the Interior shall, without an exchange of funds, be transferred to the Department of the Interior for administration as a part of the parkway: Provided, The right-of-way through Government-owned lands shall not exceed two hundred feet in width, except that where small parcels of Government-owned lands would otherwise be isolated, or where topographic conditions or scenic requirements are such that bridges, ditches, cuts, fills, parking overlooks, landscape development, recreational, and other facilities requisite to public use of said parkway could not reasonably be confined to a width of two hundred feet, the said maximum may be increased to such width as may be necessary, with the written approval of the department or agency having jurisdiction over such lands.

SEC. 4. Land acquired or transferred pursuant to this Act shall be known as the Allegheny Parkway and shall be administered and maintained by the Secretary of the Interior through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), entitled "An Act to establish a National Park Service, and for other purposes", the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway: Provided, That the Secretary of Agriculture is hereby authorized, with the concurrence of the Secretary of the Interior, to connect with the parkway such roads and trails as may be necessary for the protection, administration, or utilization of adjacent and nearby

national forests and the resources thereof: And provided further, That the Forest Service and the National Park Service shall, insofar as practicable, coordinate and correlate such recreational development as each may plan, construct, or permit to be constructed, on lands within their respective jurisdictions which, by mutual agreement, should be given special treatment for recreational purposes.

SEC. 5. In the administration of the Allegheny Parkway, the Secretary of the Interior may issue revocable licenses or permits for rights-of-way over, across, and upon parkway lands, or for the use of parkway lands by the owners or lessees of adjacent lands, for such purposes and under such nondiscriminatory terms, regulations, and conditions as he may determine to be not inconsistent with the use of such lands for parkway purposes.

SEC. 6. There are authorized to be appropriated such funds as may be necessary to carry out the provisions of this Act.

Bill

Introduced By

Date

3. H. R. 2611

Mr. Perkins

January 24, 1963

A BILL To provide for the establishment and administration of the Allegheny Parkway in the States of West Virginia, Virginia, Kentucky, and Maryland, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Allegheny Parkway is authorized to be established and administered in the manner hereinafter provided.

SEC. 2. The Secretary of the Interior is authorized to select the right-of-way for a parkway along the Allegheny Mountains extending from Hagerstown, Maryland, through the Breaks Interstate Park on the Kentucky-Virginia border to Cumberland Gap National Historical Park, in the State of Kentucky; and he may acquire, in such manner as he finds to be in the public interest, land and interests in land for a right-of-way of sufficient width to include the road and all bridges, ditches, cuts, and fills appurtenant thereto, together with sites for recreational areas in connection with the parkway.

SEC. 3. Any Federal land forming the right-of-way selected by the Secretary of the Interior shall, without an exchange of funds, be transferred to the Department of the Interior for administration as a part of the parkway: Provided, The right-of-way through Government-owned lands would otherwise be isolated, or where topographic conditions or scenic requirements are such that bridges, ditches, cuts, fills, parking overlooks, landscape development, recreational, and other facilities requisite to public use of said parkway could not reasonably be confined to a width of two hundred feet, the said maximum may be increased to such width as may be necessary, with the written approval of the department or agency having jurisdiction over such lands.

SEC. 4. Land acquired or transferred pursuant to this Act shall be known as the Allegheny Parkway and shall be administered and maintained by the Secretary of the Interior through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), entitled "An Act to establish a National Park Service, and for other purposes", the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway: Provided, That the Secretary of Agriculture is hereby authorized, with the concurrence of the Secretary of the Interior to connect with the parkway such roads and trails as may be necessary for the protection, administration, or utilization of adjacent and nearby national forests and the resources thereof: And provided further, That the Forest Service and the National Park Service shall insofar as practicable, coordinate and correlate such recreational development as each may plan, construct or permit to be constructed, on lands within their respective jurisdictions which, by mutual agreement, should be given special treatment for recreational purposes.

SEC 5. In the administration of the Allegheny Parkway, the Secretary of the Interior may issue revocable licenses or permits for rights-of-way over, across, and upon parkway lands, or for the use of parkway lands by the owners or lessees of adjacent lands, for such purposes and under such nondiscriminatory terms, regulations, and conditions as he may determine to be not inconsistent with the use of such lands for parkway purposes.

SEC. 6. There are authorized to be appropriated such funds as may be necessary to carry out the provisions of this Act.

<u>Bill</u>	<u>Introduced By</u>	<u>Date</u>
4. H.R. 3186	Mrs. Kee	January 31, 1963
Identical to H. R. 1014		

<u>Bill</u>	<u>Introduced By</u>	<u>Date</u>
5. H. R. 3522	Mr. Jennings	February 7, 1963

A BILL To provide for the establishment and administration of the Allegheny-Cumberland Parkway in the States of Virginia, Kentucky, West Virginia, and Maryland, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Allegheny-Cumberland Parkway is authorized to be established and administered in the manner hereinafter provided.

SEC. 2. The Secretary of Interior is authorized to select the right-of-way for a parkway along the Allegheny and Cumberland Mountains extending from Hagerstown, Maryland, through the Breaks Interstate Park on the Virginia-Kentucky border, to Cumberland Gap National Historical Park, in the States of Virginia, Kentucky, and Tennessee; and he may acquire, in such manner as he finds to be in the public interest, land and interests in land for a right-of-way of sufficient width to include the road and all bridges, ditches, cuts, and fills appurtenant thereto, together with sites for recreational areas in connection with the parkway.

SEC. 3. Any Federal land forming the right-of-way selected by the Secretary of the Interior shall, without an exchange of funds, be transferred to the Department of the Interior for administration as a part of the parkway: Provided, That the right-of-way through Government-owned lands shall not exceed two hundred feet in width, except that where small parcels of Government-owned lands would otherwise be isolated, or where topographic conditions or scenic requirements are such that bridges, ditches, cuts, fills, parking overlooks, landscape development, recreational, and other facilities requisite to public use of said parkway could not reasonably be confined to a width of two hundred feet, the said maximum may be increased to such width as may be necessary, with the written approval of the department or agency having jurisdiction over such lands.

SEC. 4. Land acquired or transferred pursuant to this Act shall be known as the Allegheny-Cumberland Parkway and shall be administered and maintained by the Secretary of the Interior through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), entitled "An Act to establish a National Park Service, and for other purposes", the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway: Provided, That the Secretary of Agriculture is hereby authorized, with the concurrence of the Secretary of the Interior, to connect with the parkway such roads and trails as may be necessary for the protection, administration, or utilization of adjacent and nearby national forests and the resources thereof: And provided further, That the Forest Service and the National Park Service shall, insofar as practicable coordinate and correlate such recreational development as each may plan, construct, or permit to be constructed, on lands within their respective jurisdictions which, by mutual agreement, should be given special treatment for recreational purposes.

SEC. 5. In the administration of the Allegheny-Cumberland Parkway, the Secretary of the Interior may issue revocable licenses or permits for rights-of-way over, across, and upon parkway lands, or for the use of parkway lands by the owners or lessees of adjacent lands, for such purposes and under such nondiscriminatory terms, regulations, and conditions as he may determine to be not inconsistent with the use of such lands for parkway purposes.

SEC. 6. There are authorized to be appropriated such funds as may be necessary to carry out the provisions of this Act.

APPENDIX II - STATEMENTS ON ECONOMICS OF ALLEGHENY PARKWAY
AND ITS RELATIONSHIP TO RECOMMENDATIONS OF THE
OUTDOOR RECREATION RESOURCES REVIEW COMMISSION

The following statements (tables omitted) are excerpts from testimony by Hulett C. Smith, Commissioner, West Virginia Department of Commerce, during the hearing before the Subcommittee on Public Lands of the Committee on Interior and Insular Affairs, United States Senate, on S. 1798 on May 10, 1962.

A. SELECTED ECONOMIC IMPLICATIONS OF THE PROPOSED ALLEGHENY PARKWAY¹

It is generally accepted that cultural isolation breeds a host of economic and social problems—provincial thinking, day-to-day planning, minimal financial investments, undersupported public institutions, substandard education, subsistence-level family life, heavy population migration, and the like. When a number of these factors combine, a spiral of self-defeat is set in motion which become contagious and spreads to other localities. The whole economy of the affected State, and eventually of the Nation, is inescapably influenced, either by swollen relief rolls or by the pervasive and destructive attitude of defeatism which poverty spawns.

The proposed Allegheny Parkway would open up 17 of the West Virginia's most isolated counties in the very heart of the Nation's most depressed area. Paradoxically, this pocket of depression is not isolated from the mainstream of American life by great distances; the problem is primarily an accident of topography. Herein lies both the region's greatest asset as well as its outstanding liability for the beauty of the rugged Alleghenies is a salable economic product. The key to reversing the economic recession in West Virginia, and simultaneously adding greatly to the Nation's accessible natural beauty, is, therefore, one and the same. The isolation of the southern Appalachian area must be broken. And, the Allegheny Parkway would do just that.

Statistics cannot tell the whole story, but they do reveal the broad dimensions of the problem which the proposed parkway would do much to alleviate. The following characteristics of the portion of West Virginia through which the parkway would pass are summarized from the accompanying statistical table:

1. Of the 17 counties affected by the proposed parkway, only 3 did not lose population during the past decade (1950-60).

2. Sixty-six percent of West Virginia's total population loss in the same period is represented by losses from this 17-county area.

3. The kind of migrants leaving the 17-county area is reflected in the fact that the general population loss was 14.4 percent of the 1960 population, but the loss in the work force was 20 percent of the 1960 work force. This has caused an increase in the average age of those who remain in the area, and a corresponding decrease in their earning power.

4. All 17 counties reported a gain in a family income for the decade (not adjusted for inflation); however, only 3 exceeded the West Virginia average which in 1960 was well below the national average.

5. In only 2 of the 17 counties (Berkeley and Logan) did full-time employment exceed the State average of 50.8 percent of the total work force. In 1960, a little more than half of the work force in the 17-county area was surviving on less than full-time employment.

6. Little change was affected in the average adult educational level in the 17-county area from 1950 to 1960; only 3 counties gained more than five-tenths of 1 school year in this period.

7. Of the 17 counties, 16 have been classified as "depressed areas" by the Federal Government.

¹ Prepared by West Virginia Department of Commerce, Hulett C. Smith, commissioner.

B. ALLEGHENY PARKWAY—NEW HOPE FOR MID-APPALACHIANS REGION¹

The mid-Appalachian region, lying in portions of four States, is looking to the Allegheny Parkway as a "funnel of hope" which can lift its social, educational and economic structures from the depths of habitual depression. Easy access is one of the chief needs of the region as determined by a four State task force which was organized to plan future development. The four States involved in this development are Virginia, Tennessee, Kentucky, and West Virginia.

The dramatic possibilities are clearly apparent for the creation of a broad tourist area development program in this mid-Appalachian region. The region is a wealth of history, scenery and recreational opportunity. Yet, the area has been virtually "cut off" from the rest of the Nation by inadequate roads and high mountains.

If the mid-Appalachian region is to ever enjoy a stabilized economy; a higher standard of living; a sounder tax base and greater social progress, it must put to full use its versatile potential and its employment-dependent industries must be diversified. Before this can happen, it must become more accessible to the rest of the Nation. A first-class network of roads is mandatory.

However, since tourism looms as the most readily available source of jobs, revenue, and prosperity for the region, all haste in the construction of the Allegheny Parkway must be made. This highway alone can change the entire complexion of the region, by opening up the area to the whole of the bulging eastern metropolitan population centers.

The true significance of the tourist dollar to the mid-Appalachian area can be found in the "Report to the President and to the Congress" by the Outdoor Recreation Resources Review Committee. The report states: "Although the chief reason for providing outdoor recreation is the broad social and individual benefits it produces, it also brings about desirable economic effects. Its provision enhances community values by creating a better place to live and increasing land values. In some underdeveloped areas, it can be a mainstay of the local economy. And it is a basis for big business as the millions of people seeking the outdoors generate an estimated \$20 billion a year market for goods and services."

The mid-Appalachian region which encompasses portions of four States is underdeveloped, but is heavy on recreation potential that people seek most. "About 90 percent of all Americans participated in some form of outdoor recreation in 1960. In total they participated in one activity or another on 4.4 billion separate occasions. It is anticipated by 1976 the total will be 6.9 billion, and by the year 2000 it will be 12.4 billion, a threefold increase by the turn of the century."

In the years ahead, recreational demands of our people will require more land. Before we find ourselves faced with a crisis in recreation, it seems logical that we make accessible such areas as the Appalachian region by highways that permit our masses to visit, enjoy, and study.

The Allegheny Parkway would be a good start in the direction of giving hope to a people and a region that has suffered through continual depression, due mostly to the lack of diversified industry and a poor highway access system.

The four-State task force is now organizing to plan and implement a joint effort among the States involved to help develop the tourist industry and the broad resources base of the area. The area is dedicated to self-help. Not only is it working with Federal and State agencies, but also has the uniqueness of initiating a four-State task force to work toward a common goal. It seems prudent and wise to grant heavy consideration to the overall rewards of the Allegheny Parkway on the future outlook of the East's most neglected region, the mid-Appalachian region.

C. TOURIST ECONOMICS OF THE ALLEGHENY PARKWAY¹

West Virginia now enjoys a tourist visitation of 7 million people each year. These people spend more than \$250 million per year, making it the third or fourth largest segment of our economy. Based upon reports of the Blue Ridge Parkway, it is estimated that the 360 miles of parkway that would traverse the east-

¹ Prepared by West Virginia Department of Commerce, Hulett C. Smith, commissioner

ALLEGHENY PARKWAY

ern mountains of West Virginia would pour an additional 7 million tourists into West Virginia and they would spend some \$70 million more per year. The increased tourist traffic and resultant enterprise development can mean 3,000 new permanent jobs and 10,000 additional summer jobs to the area.

The Allegheny Parkway can bring about economic, educational, and social revolution in the eastern counties of West Virginia. The country is beautiful, the fishing, hunting, camping, and vacationing opportunities are unsurpassed, yet the area is essentially forests and farms. The average net income for these farms is less than \$900 per year. For this reason, many children from these counties do not avail themselves of college educations. Many must quit high school early to work in the woods or on the farm. An economic boost is necessary to the area if equal social, economic, and educational opportunity is to be theirs.

Still, the terrain is rugged and the mountains are high. Within our lifetime, it is unlikely that any sizable industrial complex will find it economically feasible to develop in the area. The total hope and economic salvation of these scenic mountain lands lies in tourism.

In many respects and from many points of view, it is right that industry should not despoil the wilderness beauty of the Allegheny highlands across which the parkway will pass. The recreational opportunity we now possess will increase in value to all mankind as the eastern coast becomes more developed and congested with mushrooming populations. These people will continue to demand and should by all means have some semblance of the "great outdoors" available to them and to their children in proximity to their homes. The parkway will offer proximity and ease of travel through the playground of the East in the scenic highlands of West Virginia.

It is logically expected, and in fact virtually documented by the records of the Blue Ridge Parkway, that free enterprise will converge upon the entrances to the Allegheny Parkway to construct motels, hotels, restaurants, gift and craft shops, and additional service facilities aimed at the traveler.

These establishments will provide permanent type employment for the local citizens, besides bringing into the area administrators to operate and manage these facilities. From this growth and the annual tourist expenditure of \$70 million, the tax base, schooling opportunity, employment, social structure, and standard of living will be enhanced each passing year.

This parkway would also enhance the mountain folk lore and crafts skills, since the highway will provide a ready market for native crafts and skills in the way of souvenirs and crafts sold to tourists. Everybody who travels likes to take home something truly representative of the area he visits. Due to marketing problems and costs, many native crafts have merely "held on" instead of expanding. A ready market for these crafts could again stimulate an upsurge in the native crafts and traditions.

Home industries would be boosted greatly. While not offering full employment to all such people, the increased travel trade would provide additional funds for short budgets and the standard of living would be upgraded throughout the mountain area.

Perhaps of less economic consideration, but of great social value is the breaking down of sectionalism and other social barriers which have existed for years about and among mountain people. Better understanding among all people traveling to or living among the mountains of eastern West Virginia would arise.

From a minimum acreage of land, the parkway offers West Virginia a maximum return in the way of tourist dollars, and likewise offers new horizons to eastern metropolitan area citizens who have been denied easy access to the mountains of West Virginia these many years.

D. THE ALLEGHENY PARKWAY AND ITS RELATIONSHIP TO THE RECOMMENDATIONS OF THE OUTDOOR RECREATION RESOURCES REVIEW COMMISSION¹

In 1958, Congress established the Outdoor Recreation Resources Review Commission to make an intensive nationwide study of outdoor recreation and its potential—its history, its place in current American life, and its future.

A 3-year study, one involving all levels of government and private contribution, was completed in January of this year and published under the title "Outdoor Recreation for America."

¹ Prepared by West Virginia Department of Commerce, Hulett C. Smith, commissioner.

ALLEGHENY PARKWAY

It was, in effect, a master plan of development of outdoor recreation facilities for this Nation between now and the year 2000. Chairman of the Commission is Laurance S. Rockefeller and, for that reason, the report is more commonly referred to as the Rockefeller report.

Many of its findings and recommendations for future development revolve directly around roads and highways to make the scenic, recreation, and historic attractions of the country more readily accessible to the greatest number of people.

Three findings of the study are particularly pertinent to setting the stage for the need for a parkway like the proposed Allegheny Parkway. They are:

1. The simple activities are the most popular. Driving and walking for pleasure, swimming and picnicking lead the list of outdoor activities in which Americans participate and driving for pleasure is the most popular of all. This is generally true regardless of income, education, age, or occupation.

2. Outdoor opportunities are most urgently needed near metropolitan areas. Three quarters of the people will live in these areas by the turn of the century. They will have the greatest need for outdoor recreation and their need will be the most difficult to satisfy as urban centers have the fewest facilities (per capita) and the sharpest competition for land use.

3. Across the country, considerable land is now available for outdoor recreation but it does not effectively meet the need. Over a quarter billion acres are public designated outdoor recreation areas. However, either the location of the land, or restrictive management policies, or both, greatly reduce the effectiveness of the land for recreation use by the bulk of the population.

Much of the West and virtually all of Alaska are of little use to most Americans looking for a place in the sun for their families on a weekend, when the demand is overwhelming. At regional and State levels, most of the land is where people are not. Few places are near enough to metropolitan centers for a Sunday outing. The problem is not one of total acres but of effective acres.

The voluminous report, 245 pages in length, contains many other recommendations, facts and figures which could be used in support of the Allegheny Parkway project, but for the purpose of brevity, this summary will examine only the three mentioned above.

Driving for pleasure and recreation is the most popular outdoor activity of all, according to the report. Together with walking for recreation, pleasure driving accounts for 42 percent of the total annual outdoor activity of all Americans. By the year 2000, this demand is expected to almost triple, from 872 million persons annually in 1960 to 2,215 million by the year 2000.

Therefore, the proposed Allegheny Parkway would be a "natural" to help fulfill this need, providing a 360-mile long recreation highway for many millions of pleasure seekers. It would, above all, make West Virginia a regional outdoor recreation center for the eastern half of the country.

In the matter of the need for outdoor recreation opportunities being most urgently required near metropolitan areas, it should be pointed out that West Virginia is within an easy 1-day's driving distance of half of the Nation's population and that much of the State is still virtually unspoiled by the onrush of civilization.

The Rockefeller Commission report points out that "the most striking aspect of the supply of outdoor recreation resources in America is one of paradox." It states that, while there are abundant acres for outdoor recreation opportunities, they are "not now available for general public recreation use. Most of this land is in the mountains of the West and Alaska while a large percentage of the people are in the East."

Thus, West Virginia—with much of its land area still undeveloped, with native forests abounding and with much of its rugged terrain forming a permanent barrier to development other than for that of outdoor recreational purpose—has the greatest potential of any State as an outdoor recreation spot to serve the great population centers of the East.

The Allegheny Parkway would make these recreation areas of the State readily accessible to serve these masses of the American public.

In other words, the Allegheny Parkway would most definitely fulfill the need for more effectiveness of the land for recreation use by the bulk of the population as described in No. 3 above. It would, above all, open up these untapped outdoor recreation "reservoirs" of the State for use by the heavily populated regions east of the Mississippi River.

Among its recommendations, the report also cites the need for the Federal Government and States to "recognize the potential recreation values in highway construction programs and assure that they are developed."

APPENDIX III - RECOMMENDATIONS OF THE STAFF OF THE
PRESIDENT'S APPALACHIAN REGIONAL COMMISSION
RELATING TO THE ALLEGHENY PARKWAY

The following quotations from the above-mentioned source as they relate to the Allegheny Parkway are taken from the October 30, 1963 memorandum from John L. Sweeney, Executive Director of the PARC Staff to participants in PARC Conferences, Tour of Appalachian States November 12-22, 1963, by permission of the Commission. Page references are to the above memorandum.

A. Summary of Recommendations of PARC Staff to the President's Appalachian Regional Commission

I. TRANSPORTATION

Recommendations (pages 2 and 3)

1. Accelerate the construction of the present Interstate System in Appalachia.
2. Authorize a system of developmental highways comprising:
 - a. 2,150 miles of long distance or intercity routes to improve accessibility into and through the area by upgrading existing roads and by construction of new sections where necessary;
 - b. 500 miles of short access routes to specific facilities such as recreation, industry and water resources.
3. Coordinate this highway development program with the present ABC and Interstate highway programs and with all other phases of overall regional development.
4. Implement this highway development program by more fully utilizing the established procedures of the Federal-aid Highway Program.
- *5. Extend immediately those sections of the Blue Ridge Parkway and the Allegheny Parkway which will provide recreation links with the developmental highway system.

B. Summary of the Report of the Highways Subteam of the Transportation Team

Recommendations (page 34)

1. Expedite the construction of the present Interstate System in Appalachia.
2. Continue the present ABC program.

*Recommendation concerns Allegheny Parkway

3. Authorize a system of developmental highways comprising:

a. 2,150 miles of long distance or intercity routes to improve accessibility into and through the area by the upgrading of existing roads and by the construction of new sections if necessary.

b. 500 miles of short access routes to specific facilities such as recreation, industry and water resources.

4. Coordinate this highway development program with the present ABC and I Federal-aid highway programs and with all other phases of the overall regional development.

5. Implement this highway development program by utilizing the established procedures of the Federal-aid Highway Program.

*6. Extend the Blue Ridge Parkway 190 miles to the vicinity of Atlanta, Georgia, and develop 295 miles of the Allegheny Parkway in West Virginia.

C. Summary of the Report of the Recreation Subteam of the Physical Resources Team

Recommendations (pages 54 to 56 incl.)

1. Submitted for consideration are preliminary cost estimates of Federal agency programs which represent potential recreation development in the Appalachian region totaling \$133.5 million as the input in fiscal year 1965. Future development programs through 1980 could total approximately \$1 billion of public investment. (These figures do not include cost of land acquisition or construction of Corps reservoir projects, nor do they include the component of private investments which would be released by the public development program.)

*2. Congress give early consideration to all parkways, recreation ways, and scenic roads proposed for development in the Appalachian region provided they are coordinated in the planning stage with the Bureau of Public Roads, the National Park Service, Forest Service, the States involved, and a study which the Bureau of Outdoor Recreation is currently undertaking on scenic roads and parkways.

3. Early determination, selection and acceleration of the establishment of National Recreation Areas in Appalachia based upon recently developed criteria.

4. The Land and Water Conservation Fund bill, H. R. 3846, which would provide financial assistance to the States and Federal agencies in meeting present and future outdoor recreation demands and needs of

the American people be authorized by the Congress, so that matching funds from this source will be available for planning, acquisition and development of outdoor recreation areas in Appalachia.

5. An inventory be made of existing private recreation facilities and of appropriate sites on private land for additional recreational enterprises and opportunities based on the needs for more developments as indicated by a market analysis.

6. User fees or competition between public recreation developments and opportunities for private developers should be examined in any plan for the development of recreation enterprises and facilities on private land.

7. Consideration be given to providing additional education, technical assistance, long-term loan financing and cost sharing to individuals and groups of private land owners for the development and management of outdoor recreation enterprises within the region.

8. A coordinated attack by every appropriate Federal, State and local agency should be mounted to accelerate research, control and management of the waters of the region for both yield and quality to determine that water in streams and reservoirs will be of value as an outdoor recreation resource.

9. Programs to improve shoreline and recreation access to shorelines and to improve the cover and the water holding capacities of watersheds should be accelerated to enhance recreation values.

APPENDIX IV - AN ACT PROHIBITING THE CUTTING OF TIMBER

CHL.P. 319. - An ACT to prohibit, upon certain conditions, any person or persons from cutting or removing timber from lands designated by the State Highway Commissioner for the Blue Ridge Parkway and prescribing penalties for violations of this act, and conferring jurisdiction upon courts to enjoin violations and attempted violations of this act. Approved March 29, 1938. (H B 482)

1. Be it enacted by the General Assembly of Virginia as follows:

SEC. 1. When the State Highway Commissioner shall have designated lands or any interest therein to be included in the Blue Ridge Parkway, and shall have filed with the clerk of the court of the county wherein the lands or the major portion thereof are located a description of such lands and property which are necessary and requisite for such parkway, and pay into court or to the clerk thereof for the benefit of the landowner a sum in accordance with section ten of chapter four hundred and three of the Acts of the General Assembly of nineteen hundred and twenty-two, approved March twenty-fourth, nineteen hundred and twenty-two, and acts amendatory thereof, no person shall cut or remove any timber from such lands pending the institution and final determination of condemnation proceedings for the acquisition of such lands or any interest therein.

SEC. 2. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished accordingly; and the proper court shall have jurisdiction to enjoin any violation or attempted violation of any of the provisions of this act.

APPENDIX V - AN ACT PROVIDING CONTROL OF OUTDOOR ADVERTISING

CHAP. 333. - An ACT to regulate outdoor advertising outside of the corporate limits of cities and incorporated towns in sight of public highways; to provide for licensing persons engaged in the business of outdoor advertising and for the issuance of permits for advertisements and advertising structures; to prohibit certain advertisements and advertising structures and to provide for the removal of advertisements and advertising structures illegally posted, displayed, erected, used or maintained; to prescribe the powers and duties of certain officers relating thereto; and to prescribe penalties for violations of this act.
Approved March 31, 1938. (H B 83)

1. Be it enacted by the General Assembly of Virginia as follows:

SEC. 9. Certain outdoor advertising prohibited. - No advertisement or advertising structure shall be erected or maintained:

(a) Within five hundred feet of the Blue Ridge Parkway, the Colonial National Parkway or the Mount Vernon Boulevard or within five hundred feet of any public cemetery, public park, reservation, public playground or State forest, outside the limits of any city or town;

(b) Which involves motion or rotation of any part of the structure or displays intermittent lights;

(c) Which uses the word "stop" or "danger" prominently displayed, or presents or implies the need or requirement of stopping or the existence of danger, or which is a copy or imitation of official signs;

(d) In such manner or place as to constitute a hazard to traffic.

SEC. 13. Certain advertisements excepted. - The following advertisements and the advertising structures, or parts thereof, upon which they are posted or displayed, are excepted from all the provisions of this act, save those enumerated in section nine, sub-section (b), (c), and (d);

(a) Signs erected or maintained, or caused to be erected or maintained, by the owner or lessee of a place of business or residence within five hundred feet of such place of business or residence and relating solely to merchandise, services or entertainment sold, produced, manufactured or furnished at such place of business or residence;

(a-1) Signs erected or maintained, or caused to be erected or maintained, on any farm by the owner or lessee of such farm and relating solely to farm produce, merchandise, services or entertainment sold, produced, manufactured or furnished on such farm;

(b) Signs upon real property posted or displayed by the owner, or by the authority of the owner, stating that the property, or a part thereof, is for sale or rent;

(c) Official notices or advertisements posted or displayed by or under the direction of any public or court officer in the performance of his official or directed duties, or by trustees under deeds of trust, deeds of assignment or other similar instruments;

(d) Danger or precautionary signs relating to the premises or signs warning of the condition of or dangers of travel on a highway, erected or authorized by the commissioner; or forest fire warning signs erected under authority of the State Commissioner on Conservation and Development, and signs, notices or symbols erected by the United States Government under the direction of the United States Forestry Service;

(e) Signs relating solely to any city, town, village or historic place or shrine;

(f) Notices of any railroad, bridges, ferries or other transportation or transmission company necessary for the direction or safety of the public;

(g) Signs, notices or symbols for the information of aviators as to location, direction and landings and conditions affecting safety in aviation erected or authorized by the commissioner;

(h) Signs containing sixteen square feet or less and bearing an announcement of any town, village or city advertising itself or local industries, meetings, buildings or attractions, provided the same is maintained wholly at public expense;

(i) Advertisements or advertising structures not visible from any highway or other public place;

(j) Signs or notices containing two square feet or less, placed at a junction of two or more roads in the State highway system denoting only the distance or direction of a residence or place of business, provided such signs or notices do not exceed reasonable number in the discretion of the commissioner;

(k) Signs or notices erected or maintained upon property giving the name of the owner, lessee or occupant of the premises;

(l) Advertisements and advertising structures within the corporate limits of cities and towns;

(m) Historical markers erected by duly constituted and authorized public authorities;

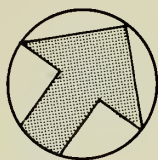
(n) Highway markers and signs erected, or caused to be erected, by the commissioner or the State Highway Commission;

(o) Signs erected upon property warning the public against hunting, fishing or trespassing thereon;

(p) Signs erected by Red Cross authorities relating to Red Cross Emergency Stations. And authority is hereby expressly given for the erection and maintenance of such signs upon the right of way of all highways in this State at such locations as may be approved by the commissioner;

(q) Signs advertising agricultural products and horticultural products, or either, when such products are produced by the person who erects and maintains the said signs; provided, however, that the location and number of said signs shall be in the sole discretion of the State Highway Commissioner;

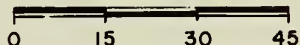
(r) Signs advertising bona fide agricultural county, district or State fairs.



ALLEGHENY PARKWAY

RECOMMENDED LOCATION
IN WEST VIRGINIA,
VIRGINIA AND
KENTUCKY

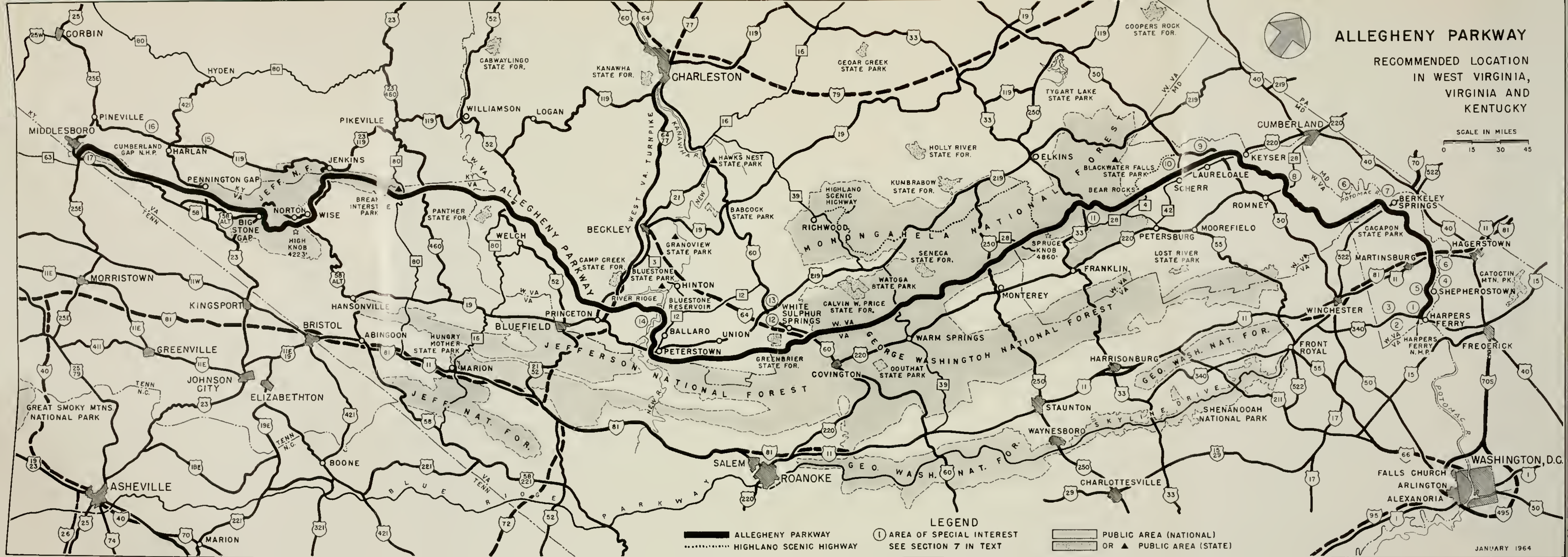
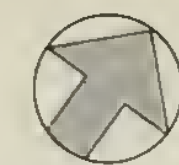
SCALE IN MILES



ALLEGHENY PARKWAY

RECOMMENDED LOCATION
IN WEST VIRGINIA,
VIRGINIA AND
KENTUCKY

SCALE IN MILES



LEGEND

ALLEGHENY PARKWAY
HIGHLAND SCENIC HIGHWAY

① AREA OF SPECIAL INTEREST
SEE SECTION 7 IN TEXT

PUBLIC AREA (NATIONAL)
OR ▲ PUBLIC AREA (STATE)

